



WELCOME!



**This is the final set of Open Houses to present the
SR 77/Oracle Road Multimodal Corridor Profile Study.**

**Today we ask for your input on concepts to address
future problems and needs along State Route 77
from the I-10 Interchange at Miracle Mile,
north to the Town of Oracle**

Thank you for coming!

Consultant Team



MMLA - P S O M A S



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SR 77/Oracle Road Multimodal Corridor Profile Study

OPEN HOUSE

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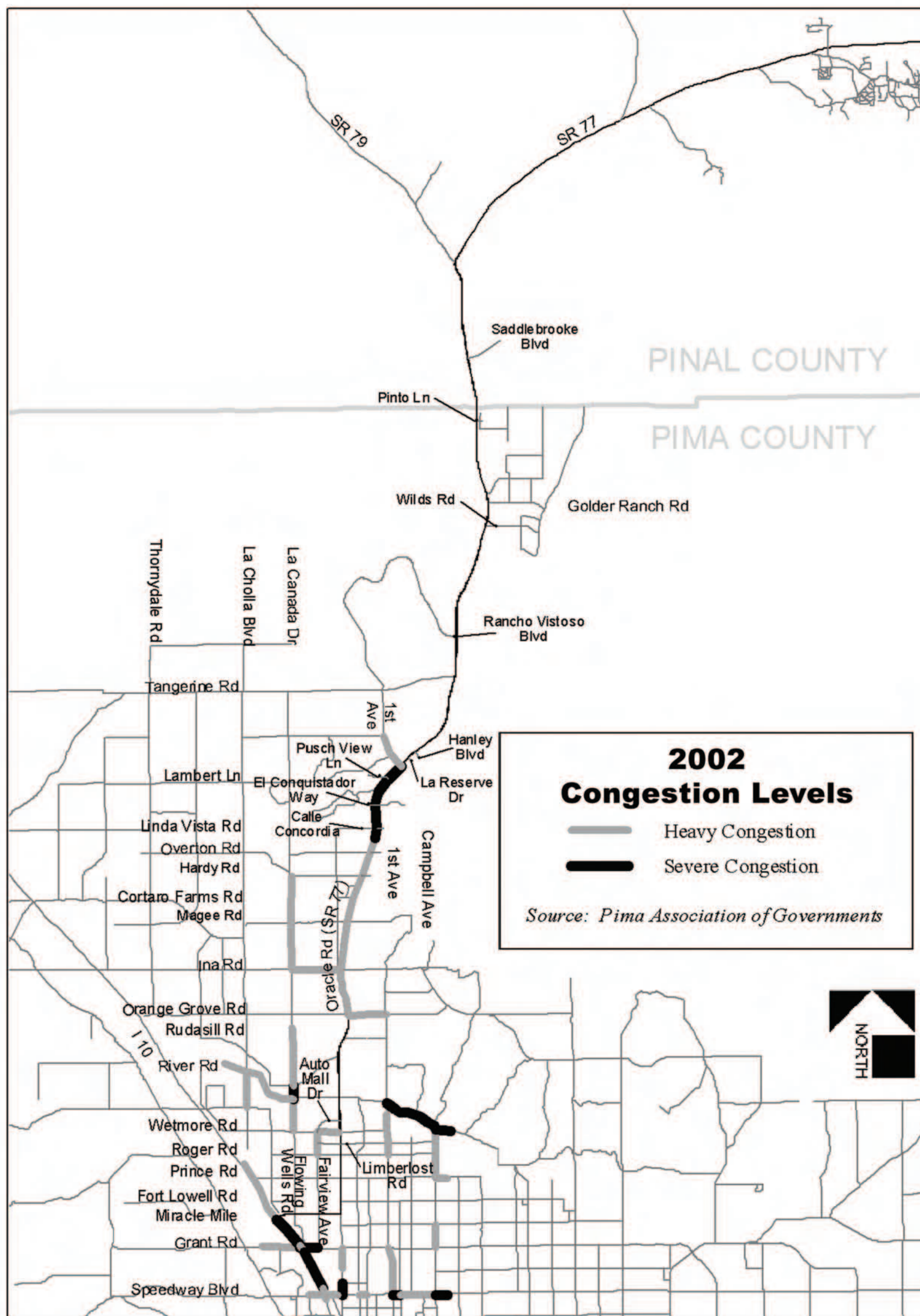
Consultant Team



MMLA - P S O M A S



2002 Congestion Levels



Year 2002 Traffic Congestion

- ◆ This graphic illustrates the year 2002 levels of traffic congestion in the SR 77 corridor. Congestion levels are indicated as either “heavy” or “severe” by the Pima Association of Governments. “Heavy” congestion means that the roadway is at or slightly over capacity. “Severe” congestion means that the traffic demand exceeds the capacity of the roadway, intersection queues are long, and it will take more than one or two signal cycles to get through the intersection.
- ◆ Note that the severe congestion on SR 77 from Pusch View Lane to La Reserve Drive was resolved by the recently completed widening to 6-lanes through this area.





Year 1992-2030 Average Daily Traffic Volumes

XXX - 1992 Average Daily Traffic Volume
(XXX) - 2002/2003 Average Daily Traffic Volume
[XXX] - 2030 Projected Traffic Volume

Source: Pima Association of Governments

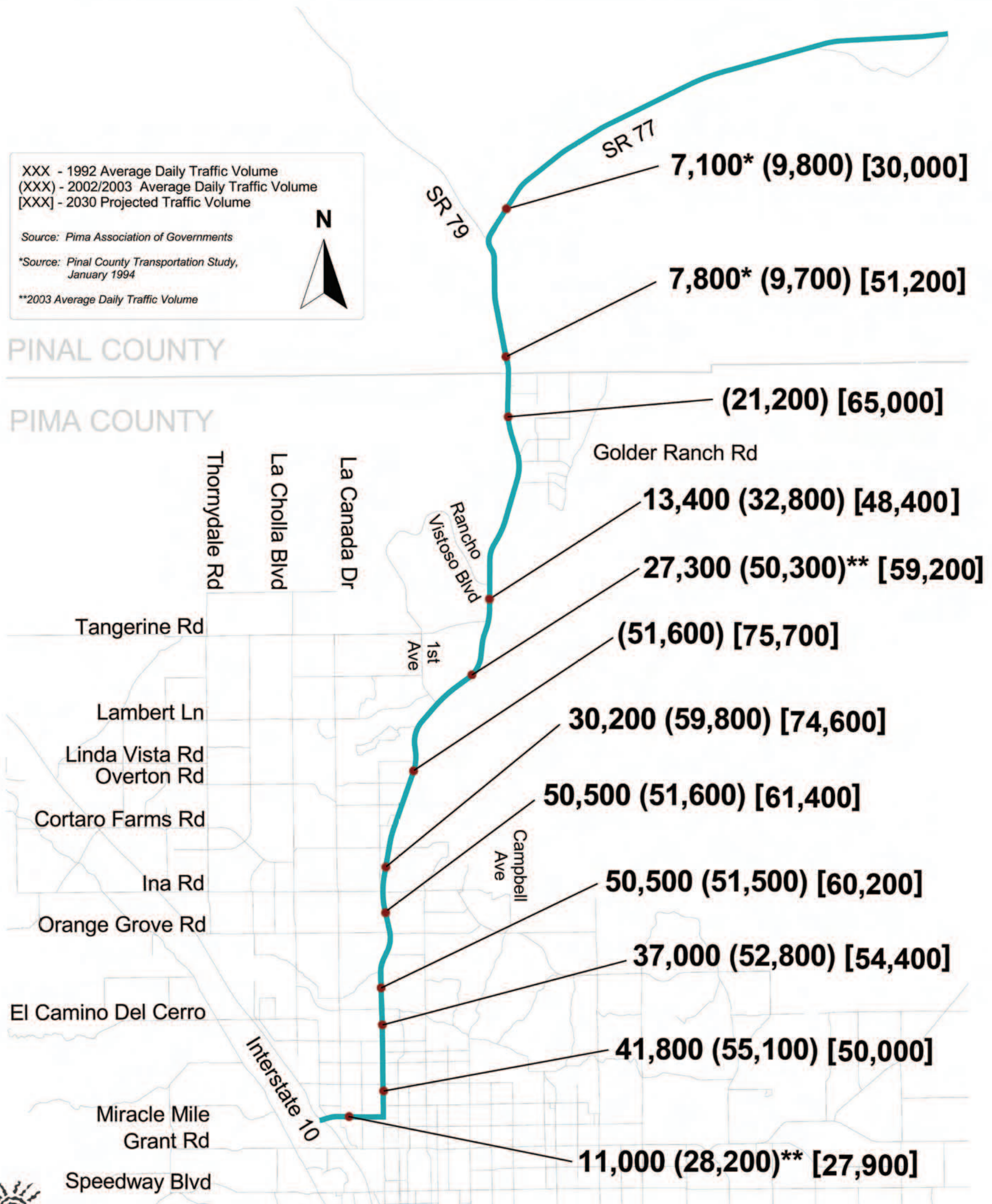
*Source: Pinal County Transportation Study,
January 1994

**2003 Average Daily Traffic Volume



PINAL COUNTY

PIMA COUNTY



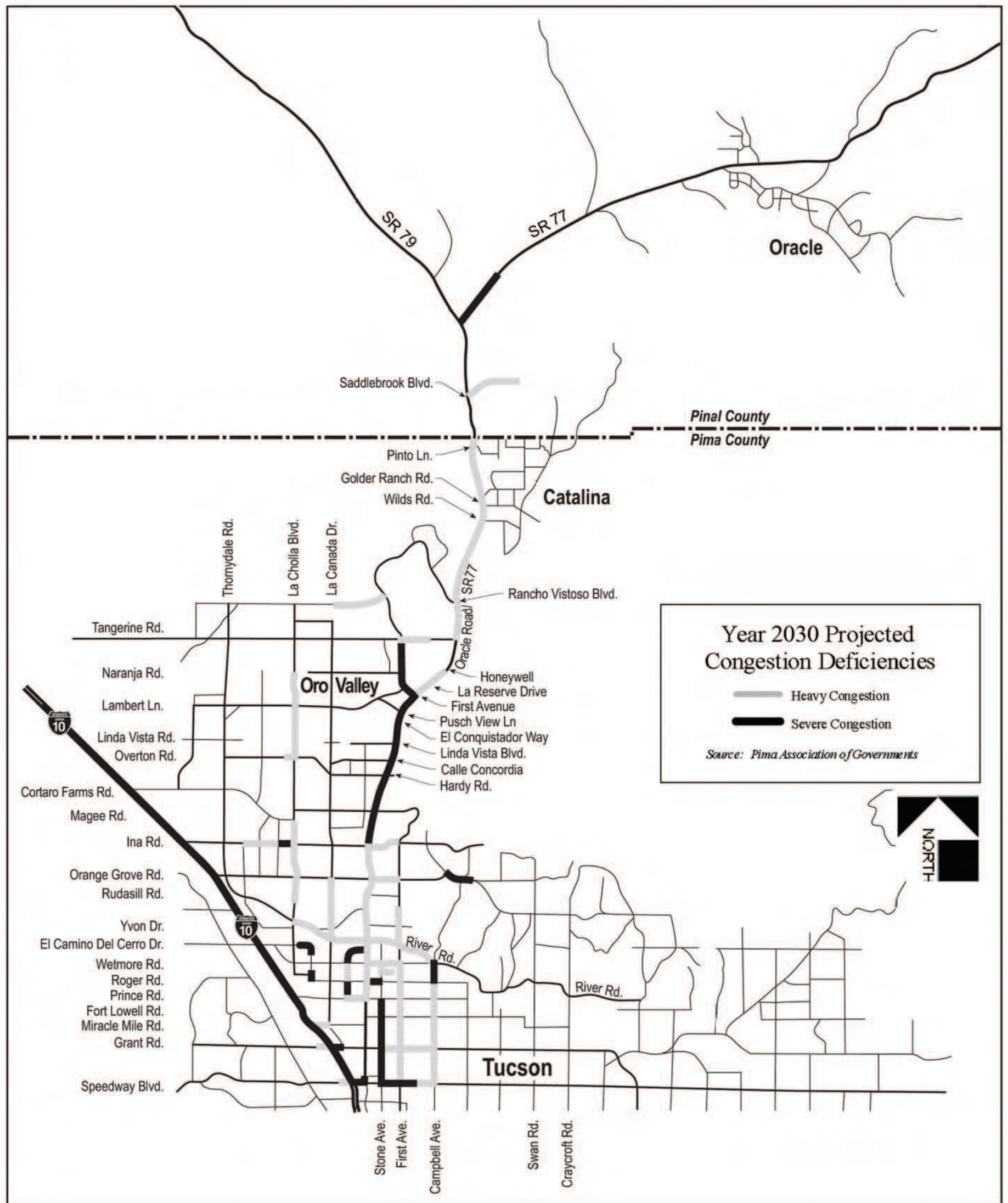
Traffic Growth

- ◆ As can be seen, traffic along SR 77 has grown significantly since 1992, and it is expected to continue to grow in the future. This growth in traffic is a direct result of increasing population and employment in northern Pima County and in southern Pinal County, which is expected to continue in the future. Housing developments create trips and commercial development attracts trips. The SR 77 corridor is expected to see an increase in both housing and commercial development.
- ◆ The growth in traffic is expected to be greatest in the Oro Valley area.
- ◆ Note that the estimated year 2030 traffic assumes that the already programmed and planned improvements (you will see these on another exhibit) have been built by 2030.





2030 Congestion Levels



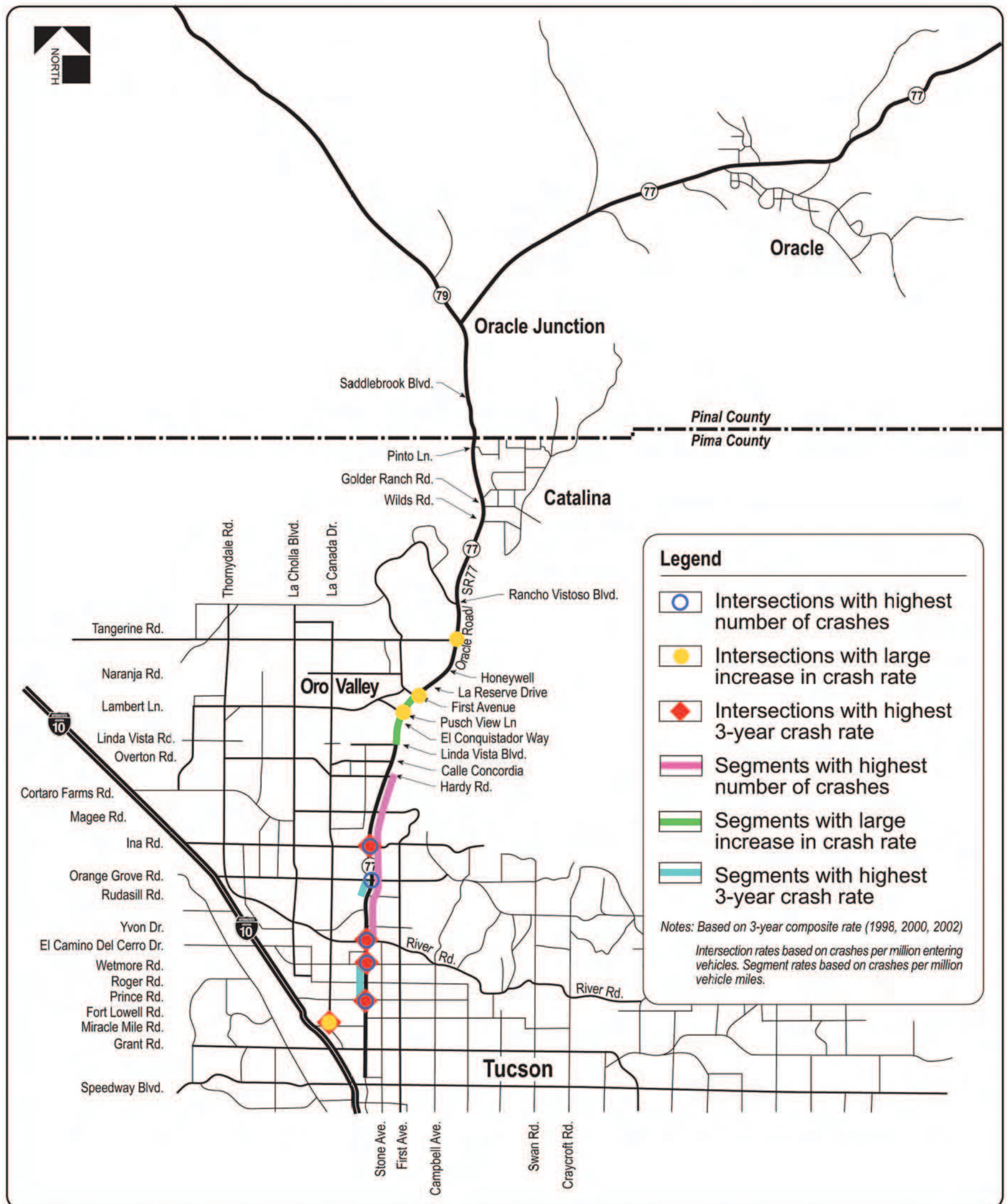
Year 2030 Forecast Traffic Congestion

- ◆ This graphic illustrates the year 2030 levels of traffic congestion in the SR 77 corridor. Congestion levels are indicated as either “heavy” or “severe” by the Pima Association of Governments. “Heavy” congestion means that the roadway is at or slightly over capacity. “Severe” congestion means that the traffic demand exceeds the capacity of the roadway, intersection queues are long, and it will take more than one or two signal cycles to get through the intersection.
- ◆ Note that congestion levels are anticipated to get much worse than the existing conditions, and that this assumes that all of the programmed and planned capacity improvements, shown on another exhibit, are built.
- ◆ This study’s conclusion is that additional multi-modal improvements in the corridor should be seriously considered for the future. Improvement options for consideration are shown on other exhibits.





Corridor Safety Deficiencies



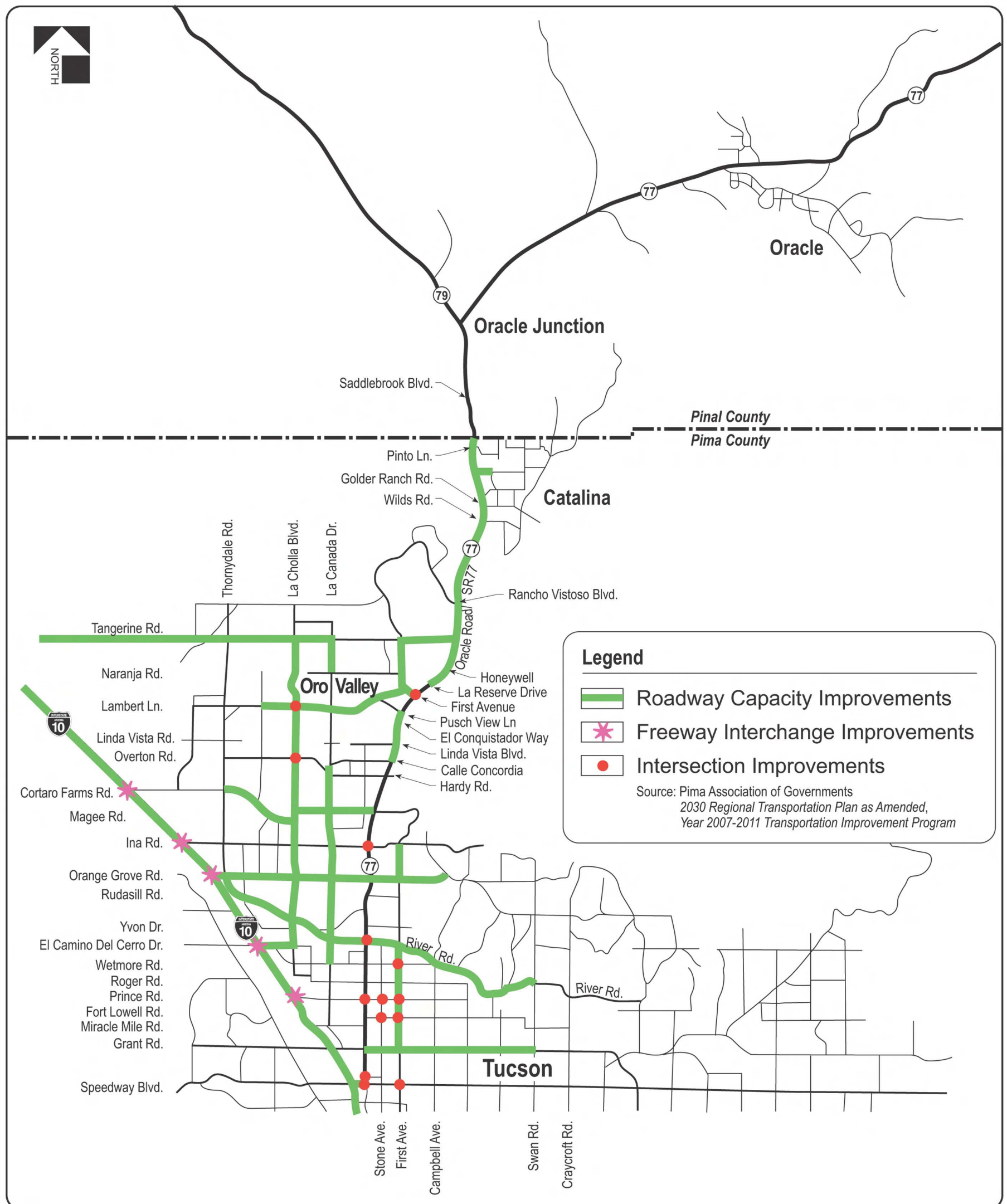
Corridor Safety Issues

- ◆ This graphic illustrates roadway segments and intersections along SR 77 where there are safety concerns based on an evaluation of crash history.
- ◆ Access (the presence of commercial driveways, side streets, and median openings) appears to play a major role in SR 77 segment crashes south of Overton Rd. to I-10, and in the Catalina area.
- ◆ Other contributing factors appear to be the increase in traffic volume and traffic congestion, especially in the area from Calle Concordia to First Ave.
- ◆ Some segments also have a higher than average night/day ratio of crashes, indicating that roadway lighting may be an additional concern, but this could also be related to other roadway factors.





Planned & Programmed Capacity Projects



Planned and Programmed Capacity Improvements

- ◆ This graphic shows those roadway improvements that are already planned and programmed for the corridor. Most of these improvements are to address existing congestion and safety problems, while some others are for anticipated future problems.
- ◆ Note that SR 77 from Calle Concordia to the Pinal County Line is already programmed to be widened to a 6-lane divided facility. Significant improvements are also planned for the parallel north/south roadways of La Cholla Blvd. and La Canada Dr. Planned projects are from the Pima Association of Governments (PAG) 2030 Regional Transportation Plan including the recently approved Regional Transportation Authority (RTA) 1/2¢ sales tax projects. Programmed projects are from the PAG 2007-2011 Transportation Improvement Program (TIP)





Planned and Programmed Alternate Mode Improvements

- ◆ This graphic shows those alternate mode improvements that are already planned and programmed for the corridor. Planned projects are from the Pima Association of Governments (PAG) 2030 Regional Transportation Plan including the recently approved Regional Transportation Authority (RTA) 1/2¢ sales tax projects. Programmed projects are from the PAG 2007-2011 Transportation Improvement Program (TIP).

